



THE HERITAGE COUNCIL
OF WESTERN AUSTRALIA
HERITAGE ASSESSMENT
BOULDER SUBWAY
BOULDER STATION, BOULDER
GOLDEN MILE LOOPLINE RAILWAY

OCTOBER, 1993

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REFERENCES

1. Battye Library - West Australian Year Book 1902-04 13 Edition Page 757
2. Battye Library - West Australian Newspaper 27 October 1897.
3. Westrail File 1611 (Tourist Railway) 1945 Volumes 1 and 2.
4. Westrail Annual Reports.
5. Eastern Goldfields Historical Society - Photographs.
6. Westrail File 5231 - Boulder Branch.
7. Battye Library - Westrail Expenditure Records
- Plans
8. Westrail Design Plans.
9. Kalgoorlie Miner Newspaper - 17 March 1902
10. Kalgoorlie Miner Newspaper - 11 January 1992



EXECUTIVE SUMMARY

1. The Boulder Subway was constructed almost 100 years ago and although in need of maintenance is still serviceable and being utilised.
2. The Subway is essentially as originally constructed with little modification having been carried out.
3. The Subway provided the transport link to the original mines of the golden Mile and the residential and special social activities to the east including the Boulder Block.
4. Both miners and other residents used the Subway travelling from the City of Boulder or Kalgoorlie via the Boulder Rail Station or tramways.
5. The Subway is one of the longest rail subways in the State with the capacity for 7 rail tracks, roadway, and a pedestrian and a road ramp to the Boulder Station platform.
6. The Subway together with the Boulder Station provide evidence of the facilities required to handle the volume of traffic necessary for the early mining activities. Little other evidence remains.
7. The construction of the standard gauge railway was not extended into the Boulder Branch loop railway resulting in Westrail closing down the line. The Loopline Preservation Society maintain a tourist facility along a section of the rail.
8. The Subway should if possible be retained as evidence of the importance of the link to the early mining activity of which little remains.



1.0 INTRODUCTION

The Boulder Subway constructed as part of the Boulder Railway Station enabled traffic movement to pass under the rail tracks between the City of Boulder, Fimiston and the mines of the Golden Mile.

The subway and bridge structure although in need of maintenance after nearly 100 years represents the original construction and signifies the transport framework necessary to support the early mining.

The purpose of this study is to assess the structural aspects and also the heritage values of the subway.

2.0 DOCUMENTARY EVIDENCE

2.1 History of the Place

In 1897 four years after the discovery of gold at Kalgoorlie the rail link from Perth to the town was established (Reference 1).

In the same year a short rail line from Kalgoorlie to Boulder along the world-famed "Golden Mile" and serving the mines and the immediate population was constructed (References 1 and 2).

Following initial construction the railway was upgraded with additional tracks being added, and in March 1902 extension of the railway through Brown Hill and connecting back to the Hannan Street station was opened to form a complete 14 kilometre long rail loop encompassing the Golden Mile mines. The outline of the rail loop or the Boulder Branch as it was called and eleven stations is shown in Figure 1.

As many as 60 trains per day used the Boulder Branch consisting of up to 10 carriages hauled by steam locomotives. During shift changes at the mines trains went through every few minutes. The Boulder Railway Station is shown in Figure 2.

Freight and equipment imported through Fremantle was railed along this line.

A network of private railways ran out nearly 150 kilometres into the bush to convey wood to the mines connecting along the line.

Burt Street the central city street of Boulder connected under the subway leading to the mines, Fimiston and the Boulder block. Tram tracks were laid through the subway in 1903 (Figure 4).



The Boulder Block consisting of cafes, shops and six hotels was an integral part of the mining and social activities of the area, the historic Boulder Block Hotel (Figure 5) being only recently dismantled to enable the extension of the KCGM open cut pit. It is intended to re-erect the hotel in a new location.

It is evident that the Boulder Railway Station and Subway is central to the history of the area and its existence today signifies the degree of transport necessary to support the mining activity.

2.2 Cultural Influences

The Boulder Station buildings, platforms, and Subway are essentially as they were when originally constructed and represent the standard Westrail designs of the period, although few if any carried 7 rail tracks, a roadway, pedestrian ramp and were 75 metres in length.

Although the tramways provided an important passenger facility these have been removed and there is little remaining evidence. Figure 4 indicates the laying of the tram tracks through the subway in 1903.

The Station and Subway reflect the transport required for those people living and working in the area and its existence provides tangible evidence of the enormous mining and social activity in the area in earlier years.

2.3 Importance of the Subway to the Community and People Who Use or Have Used It.

The subway was initially constructed to enable traffic to pass under the Boulder Branch railway to access the mines and Boulder Block, to the east.

With the extension of the standard gauge rail to Perth it was originally intended to extend a third rail into the Boulder Branch as the Loopline is termed in Westrail files.

However the cost of the extension was not considered justified and the extension of the standard gauge into the Boulder Branch line was not carried out (Reference 6).

This decision resulted in the Loopline being no longer connected to the rail link to Perth resulting in the Westrail decision to close the line. The Loopline Preservation Group was formed in 1977 and their submission to operate the line between Golden Gate and Trafalgar Station was accepted by Westrail on the condition that responsibility for all maintenance and operation of the facility became that of the Preservation Group who since that time have operated the line as a tourist facility (Reference 3).



The Subway was an integral part of the original Boulder Railway Station carrying the rail tracks over the road and tramway connecting to Fimiston and the mines.

Both the Kalgoorlie Boulder City Council (Mr Peter Strugnell, Town Clerk) and the Eastern Goldfields Historical Society (Mr R Pike, Curator) consider the Subway as being historically significant and should be retained.

Westrail (Mr Mark Manning, Divisional Engineer) is concerned with the standard of maintenance on the Loopline and the Subway Bridge structure.

Both Mr Strugnall and Mr Manning have indicated that funding is not available from either the Council or Westrail, although the road through the Subway carries substantial traffic.

The importance of the Subway is in the context of providing a traffic link from Boulder to the east and for the Boulder Loopline Preservation Society in providing for the bridging of the rail over the subway and maintaining the integrity of the Boulder Station layout.

The loop rail provides a facility from which most of the Golden Mile can be viewed (Appendix 1) and is a popular tourist attraction.

The subway provides evidence of a historic link to the Golden Mile both directly from the City of Boulder and for those people passing through Boulder Station.

2.4 Background Knowledge of the Period and of Similar Places

The design and construction of the subway represents Westrail practice for the period, however its length of in the order of 75 metres makes it one of the longest, if not the longest in the State.

The subway is considerably longer in length than most subways in the State railway system with the carrying of 7 sets of rail tracks, a roadway and an access ramp to the station platforms together with an operational drainage system.



3.0 PHYSICAL EVIDENCE

The subway structure and bridge (Figure 7) represents the original construction including the Coolgardie brick retaining walls and riveted steel bridging which are in a reasonable serviceable condition.

The subway is still in reasonable structural condition and performing the function for which it was originally designed and will be able to continue to do so for many years.

The bridge structure consists of riveted steel plate girder construction with the rail and ballast supported from steel troughing carried on the plate girders.

The troughing supporting the rail tracks, two thirds of the subway length, consists of half pipes, a modification of the standard Westrail design, the remaining areas being supported on light steel troughing. Both the brick retaining walls, riveted plate girders and steel troughing are of original construction.

The underlying drainage system and pumped outlet remains and is operational.

3.1 Description of Structure

Two plans numbered 5709 Sheets 2 and 3 which represent the original design plans are available. Copies are included in the Appendix 2.

With the exception of the variations listed below the current structures match the original design.

Elaborate masonry and brick retaining walls along the side of the underpass (roadway/footpath) support the soil behind and also serve as the abutments for the simply supported bridge deck. The deck is in two separate sections presumably to save deck structure and provide for the ramp access from the station platform to the underpass.

The main longitudinal structural bridge support beams (Figures 8, 9 and 10) are fabricated riveted plate girders supporting fabricated riveted steel troughs which support the ballast and rail tracks.

At the edges of both bridge decks the transverse steel troughs are of a lighter section due to the absence of rail loading and also the shorter span lengths. The eastern section of deck approximately 15 metres in length, originally carrying a road, is supported on rolled steel longitudinal girders, as distinct from the fabricated riveted plate girders, and the deck consists of the lighter steel troughing.



The drainage system under the roadway is operating with the pump house located at the south east wall. The design drawings indicated the pump house to be at the south west wing wall.

A further variation from the original design is the use of semi circular steel troughing supporting the ballast and tracks rather than the fabricated riveted troughing. This modification was made at the time of the original construction.

3.2 Site Inspection

The subway was constructed almost 100 years ago and it is in reasonable condition and still fulfilling the original function being indicative of the high design and construction standards used.

Site inspections were carried out on 29 April and 3rd May 1993.

The extensive brick walling is in good structural condition, however there is some evidence of surface fretting which is to be expected after 100 years.

The two extreme outside edge beams do not perform a rail bridge support function. Their purpose being to support "architectural" parapet face brickwork and also to withstand the impact of overheight vehicles attempting to pass under the subway, both beams (Figure 11) have performed this function having been hit by overheight vehicles. The beams are bent and the brickwork has been removed.

Protection/facia beams are not in evidence in most other subways in the state rail system.

The timber picket fence shown on the original plans (Figure 4 and Appendix 2) has been removed, although the bases of the timber posts remain.

There is a small amount of corrosion on the main longitudinal beams which considering their age could be a reflection on the fairly dry conditions in Kalgoorlie as well as bitumen corrosion protection being originally applied. The corrosion of the longitudinal beams is not considered to be significant enough to be a structural problem for the present usage, however further investigation is considered necessary.

The heavier semi-circular steel troughing carrying the ballast and tracks was coated with bitumen on the upper surface at the stage of the original construction and hence these appear to be in reasonable condition assisted by the extra steel thickness, however further investigation should be carried out.



The lighter transverse steel troughing (13.4lbs per foot) supporting the 14.3 metre wide roadway on the eastern section of the subway does not appear to have been coated with bitumen on the upper surface resulting in extensive corrosion. This corrosion together with the thinner steel plate used for this troughing has resulted in this section of the deck being unserviceable.

This deteriorated decking originally supported a roadway since removed. The rail tracks are being supported on the section of heavier decking and bridge girders which were also protected by a bitumen coating.

4.0 CRITERIA FOR ENTRY IN THE REGISTER

4.1 Aesthetic Value

The Boulder Subway as originally constructed is an integral component of the Boulder Station.

The inclusion of architectural features in the original construction such as the brick parapet walls (Figure 4) illustrates the importance at the time to making the subway aesthetically pleasing.

Railway subways by their nature are difficult to describe as aesthetically pleasing with much of the structure being below ground level. However the Boulder subway has been designed and constructed to provide architecturally pleasing features, far more than is evident in other subways throughout the State.

The Boulder Station buildings are well maintained (Fig 6) and utilised to house a historical display and to service the tourist loop railway.

4.2 Historic Value

The City of Boulder was and still does form an extremely important component of the ongoing development of the state.

The subway and the Boulder Station still remain in their original condition and as such signify the importance attributed to the area as a mining area commencing in 1897.

The subway is unique with the number of rail tracks carried by the bridge together with the section of overhead roadway.

The length of the subway is in the order of 75 metres and its connection by ramp to the station platform and buildings is unique.

It is one of the few original transport structures remaining in the area.



4.3 Scientific Value

The riveted plate bridge girder construction, before the advent of welding is significant, as is the gravity mass brick bridge support and retaining wall structures.

Riveted steel construction represents steel fabrication techniques of the time. Welded construction has entirely replaced rivetted fabrication.

The subway brick retaining walls of mass gravity design of this height are unique this form of construction being now almost completely discontinued.

The structural integrity of the retaining walls is evident with no sign of structural fatigue indicating the competence of the original design and construction.

4.4 Social Value

The subway presently forms an important pedestrian and vehicle link between the City of Boulder and the area to the east.

The link provided by the subway under the busy surface railway illustrates the need for a tramway, road and pedestrian link between the City of Boulder, the Boulder Block and residential areas to the east and the mines.

The recent open cut mining has removed much of the surface evidence of the original mining activity to the east, the recent dismantling of the Boulder Block Hotel removes one of the last features.

4.5 Rarity

The Boulder Subway Station complex is nearly complete as originally constructed, with the exception of the overhead footbridge and buildings on the central platform (Figure 2) and is the only remaining station of the 11 originally constructed on the Boulder Branch.

The Subway standard of design and construction provides evidence of the transport necessary 100 years ago to support the mining and social activity of the time and is possibly the only remaining example of this in the area.

Although the design and form of construction is to some extent repeated in subways in metropolitan Perth, the length of the subway, the number of tracks and roadway carried by the bridge and its association with the Boulder Station is unique.



4.6 Representativeness

This structure is important as an authentic example of the form of mass brick gravity retaining structures of the time and riveted plate girder construction.

It has been necessary to modify riveted plate girder construction at other subways in the state.

4.7 Condition, Integrity and Authenticity

The Subway is serviceable and is being used by pedestrian and vehicle traffic passing through the subway, and the Loopline tourist trains passing over the bridge.

4.7.1 Condition

The retaining walls are in reasonable condition with evidence of fretting of the face brickwork.

The bridge structure is serviceable with the Loopline railway utilising three of the original seven rail lines, the remainder having been removed.

The roadway originally supported by the eastern section of the bridge deck has been removed and the decking is unserviceable.

The pedestrian ramp leading to the Boulder Station platform is available, however it is currently fenced preventing access.

As previously outlined the parapet walls at each end of the subway have been removed due to damage of the supporting beams.

4.7.2 Integrity

The subway structure does not appear to have been modified from the original design plans.

The exception is the wooden safety fence, and the removal of the roadway and 3 rail tracks from the bridge.

The pump house containing the subway pumps has been constructed at the eastern end of the subway rather than the western end as shown on the original design plans. The pump house design has also been slightly modified.



4.7.3 Authenticity

The subway is authentic in all respects with the exception of the removal of the tram tracks, and the section of the roadway supported by the bridge deck, and several of the original rail tracks.

5.0 STATEMENT OF SIGNIFICANCE

The subway provided the transport link to the original mines of the Golden Mile and the residential and social activities to the east including the Boulder Block.

Both miners and other residents used the subway travelling from the City of Boulder or Kalgoorlie via the Boulder Rail Station or tramways, and its existence today is evidence of the original need to meet the large volume of passenger traffic in the area.

The Subway is one of, if not the longest, rail subway in the state being 75 metres in length with the capacity for 7 rail tracks, a roadway, and a pedestrian and a road ramp to the Boulder Station platform.

The subway has provided the pedestrian and vehicle link to the mines of the Golden Mile for almost 100 years and provides evidence of the large volume of traffic movement in the area when the deep mining activity was at its height. There is little other evidence remaining of the facilities to handle the volume of traffic necessary for the early mining activities.

6.0 CONSERVATION POLICY

6.1 Summary

The Subway is serviceable and ongoing maintenance should be carried out to ensure its retention as listed in the following paragraph.

The Boulder Station is the last one remaining in the area and the Subway forms an integral component of the transport framework for the area.

On the basis that the Loopline rail will continue to provide a historic purpose for the area the bridge system carrying the rail over the subway will need to be maintained to provide for the degree of safety required.



6.2 Further Investigation

The subway is currently serviceable and represents the original construction. The restoration required includes the face brickwork in sections of the wing and parapet walls, the replacement of the corroded bridge decking in the 14.3 metre eastern section, which originally supported a roadway, and the beams at each end of the subway protecting the subway bridge from damage by overheight vehicles.

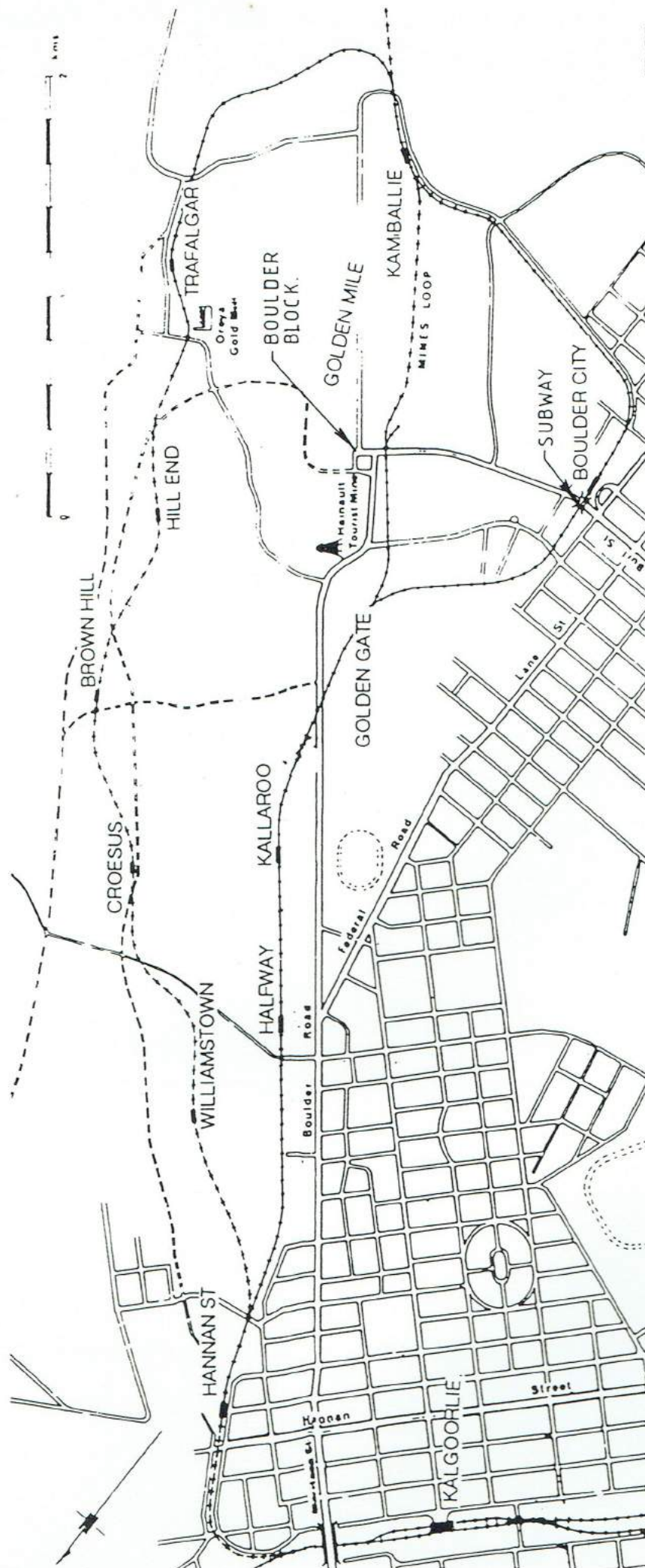
Depending upon availability of funds the order of priority for further work is:

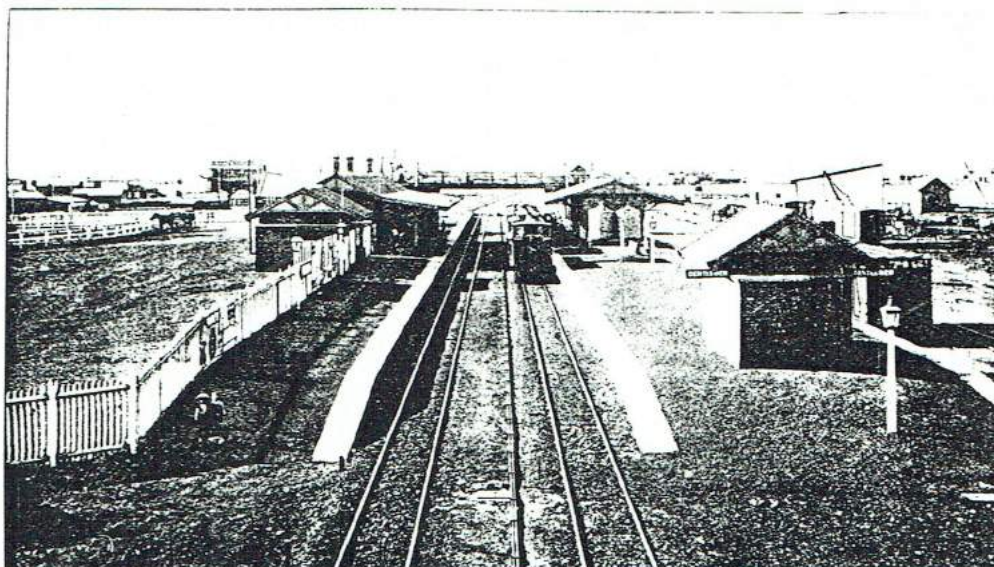
1. The immediate work required on the basis of safety is the removal of the 14.3 metre eastern section of 13.4 pounds per foot decking previously supporting a section of roadway and the fencing of this area.
2. The visual structural assessment needs to be backed up by further investigations such as measurement of steel thicknesses in the semi-circular troughs and the main girder web and check structural calculations carried out.
3. Removal or repair of the outer beams damaged by overheight vehicles.
4. Repair of fretting brickwork.
5. Replacement of hand rails.
6. Consideration of replacement of the removed section of 13.4 pound per foot decking supporting the original roadwork. listed in 1 above.
7. The early Westrail files have not as yet been located to signify the engineers involved with the original subway design and construction the original plans (Appendix 2) being unsigned.

Further investigation is required.

Undoubtedly the roadway carrying traffic under the subway needs regrading and surfacing to ensure that the road freely drains to the pumping station.

FIGURE 1:
BOULDER BRANCH
RAIL LAYOUT.





H. C. Watson and Co., photo.

VIEW OF BOULDER RAILWAY STATION.

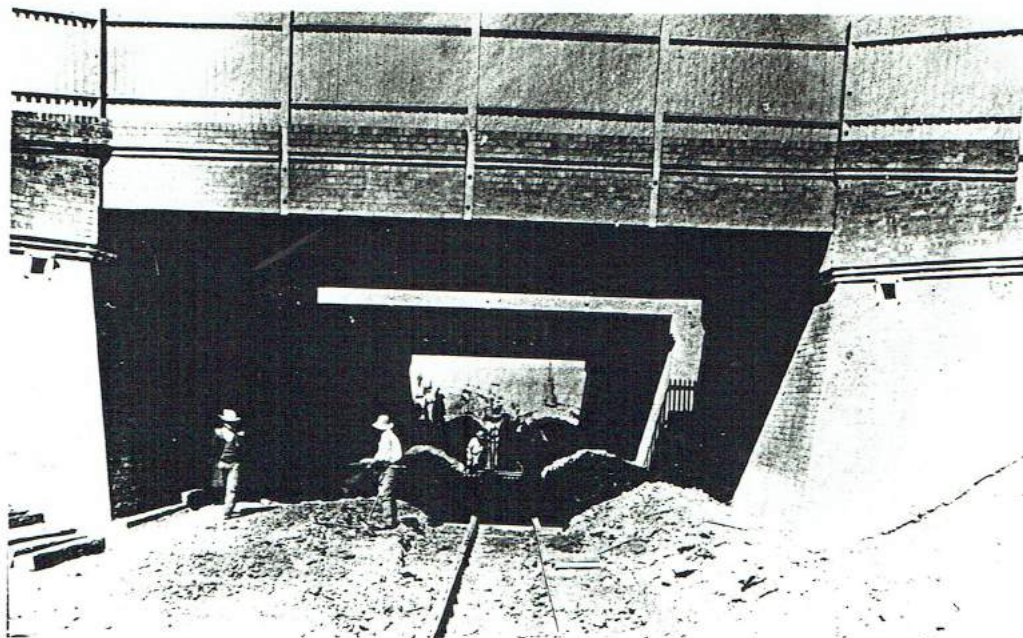
BOULDER CITY STATION 1906.

FIGURE 2.



WORKING ON THE APPROACH TO THE SUBWAY, BOULDER RAILWAY STATION.
(H. C. Watson photo.)

BOULDER SUBWAY UNDER CONSTRUCTION. FIGURE 3.

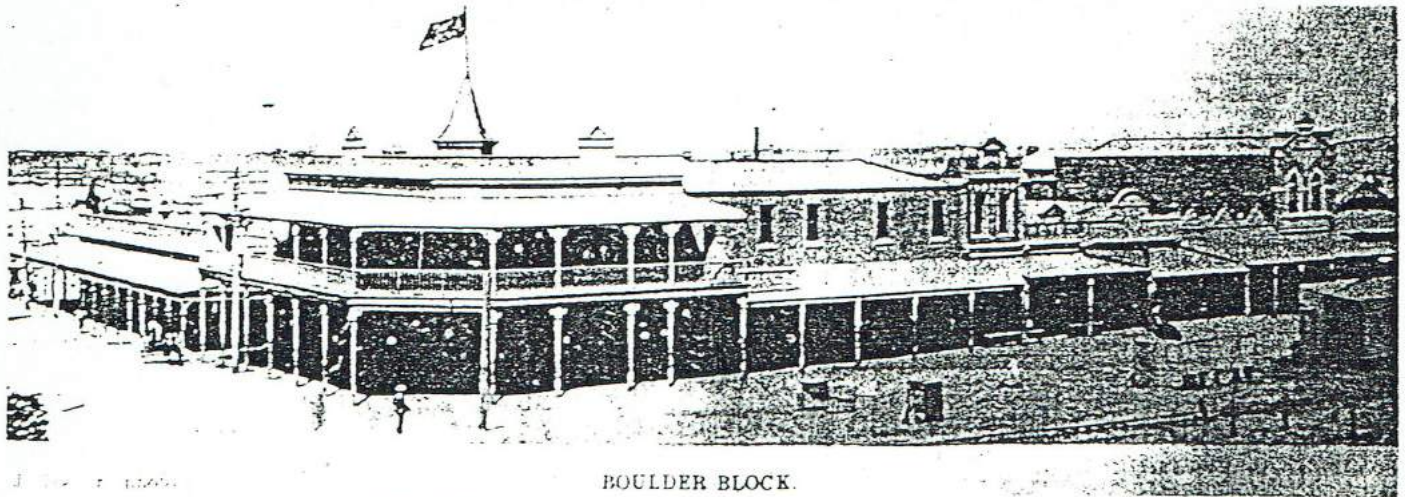


LAYING TRAM TRACKS UNDER BOULDER SUBWAY 1903. FIGURE 4.



BOULDER RAILWAY STATION BUILDING. FIGURE 6.

WEEKENDER



BOULDER BLOCK.

A view of the Boulder Block as it appeared in the Western Argus on December 28, 1909

The 'Dirty Acre' tinged with golden memories

WHEN the last buildings, the Boulder Block Tavern, the Fimiston post office, and the Fimiston fire station are removed from the path of the advancing Big Pit, there will be nothing left of the old Boulder Block but a hole in the ground.

When this eventually happens all that will remain will be some people's nostalgic memories and, perhaps, a few bewildered ghosts with nothing left for them to haunt.

The businesses and hotels at Fimiston, or the Boulder Block or "Dirty Acre" as the area was commonly known, were established to serve the needs of the miners and their families living on the nearby mining leases.

Residential blocks in Kalgoorlie were limited and beyond the means of most of the miners.

Even after Boulder was established in August 1897 most of the "squatters" on the leases preferred to stay near their places of work and only moved when mining expansion forced them to.

Two astute businessmen, Fimister and Cutbush, who had arrived on the field with the first rush, noticed that a small area in the heart of the mines had accidentally missed being pegged so took out a

business area and built the first hotel and then the first store there.

On April 17, 1896, the *Kalgoorlie Miner* reported:

"The Great Boulder Hotel (which later changed its name, possibly to the Fimiston) situated in the heart of the mines, just south of the big mine, is being rapidly pushed on, and in a few weeks will be ready for occupation.

"As a business stand it is well situated, but some of the mine managers scarcely rejoice at having the prospect of a thriving hotel within a stone's throw of their shafts."

Even though the nearby new town, Boulder, was proclaimed in August 1897, the Block still continued to grow and 10 years later, in 1907, when Tom "Crosscut" Wilson wrote a poem, this one acre of ground was crammed with cafes, shops and six hotels.

These hotels, some named after nearby mines, were the Oroya, Boulder Block, Fimiston, Ivanhoe, Golden Mile and the Perseverance (which became the soon to be developed Boulder Block).

Also by that time the walls of a number of the buildings, particularly hotels, had changed from hessian to brick.

These excerpts from "Crosscut's" poem, The Boulder Block, gives us some of his impressions of the leg-

■ The closure of the Boulder Block Tavern last Sunday marked the end of a chapter in the history of Kalgoorlie-Boulder.

■ Tavern owners Jones Partners plan to rebuild the historic hotel on a new site.

■ And Kalgoorlie Consolidated Gold Mines plans to do the same with the Fimiston post office and fire station.

■ Historian NORMA KING tells of what the 'Dirty Acre' was like in its heyday.

endary Fimiston business area at the time:

"Rather rowdy, dingy, cloudy, dusty, dirty, dim and dowdy.

"Sulphur flying, kinchins crying, Cyanide from sand dumps flying.

"Miners drinking, cribcans clinking.

"Whistles squealing, black smoke reeling.

"Drunks all fighting, crowds delighting.

"Health and wealth and grief and squalor.

"That's the Boulder Block."

Thirty years after he left the Goldfields, Arthur Reid vividly described his main memories, its smells, in his book, *Those Were the Days*:

"The smell of the Dirty Acre haunts me still," he wrote.

"The acrid smell of the sulphur, the fumes of oil, the aromatic aroma of burning wood from the blazing furnaces, the smell of stale beer, of cooking from the eating houses, of sauerkraut from Otto Leimich's hotel and over all, the reek of sweating human beings."

One hotel owner did something to combat the latter. In an effort to attract trade some licences paid bands to play their music in front of their premises while Mason, of the Boulder Block Hotel, gave his customers chits for free shower baths.

WOULD-BE pugilists hung out at the Block. There was always someone issuing challenges, particularly after several drinks, and the streets saw many fights.

At one time, there was a rotunda near the Block where some of the organised fights were staged.

Groups also held concerts there and characters, such as self-styled dancers Tonkin and Chinnery, performed impromptu acts.

The hotels at the Block were issued with late trading licences to cater for the miners on shift work and in the early years some of the hotels served beer all night.

Even in later years, when there were only two hotels on the Block, drinkers were always able to go on out there after the hotels in town had closed and continue drinking for another couple of hours or so.

Because of its late trading hours and other factors, the Boulder Block was generally considered rather disreputable and, at one stage, there was a lot of buying and selling of illicit gold in and around the hotels there.

Legend has it that the Boulder Block Hotel even had a cellar where a miner could come through from some underground workings and smuggle gold into the hotel.

Tourists and patrons of the Boulder Block Tavern were able to look down through a grille into this shaft, or one like it, near the main bar of the tavern and recapture some of the feeling of those bad old days.

Soon, even that vicarious act will be denied the tourist and those interested in the history of the area will have to rely on stories and photographs of what was once an extremely interesting and exciting area of our past.

FIGURE 5:
BOULDER BLOCK

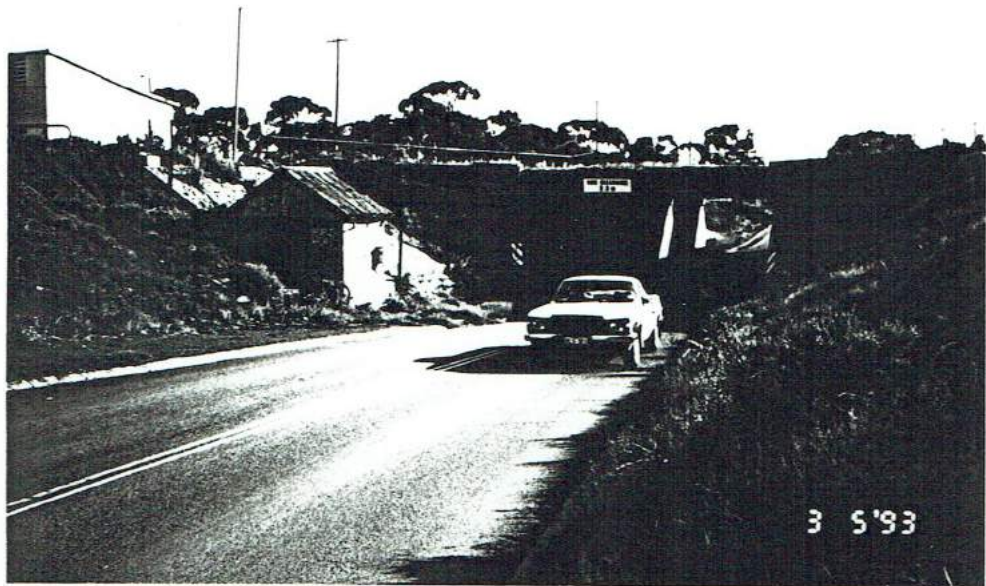
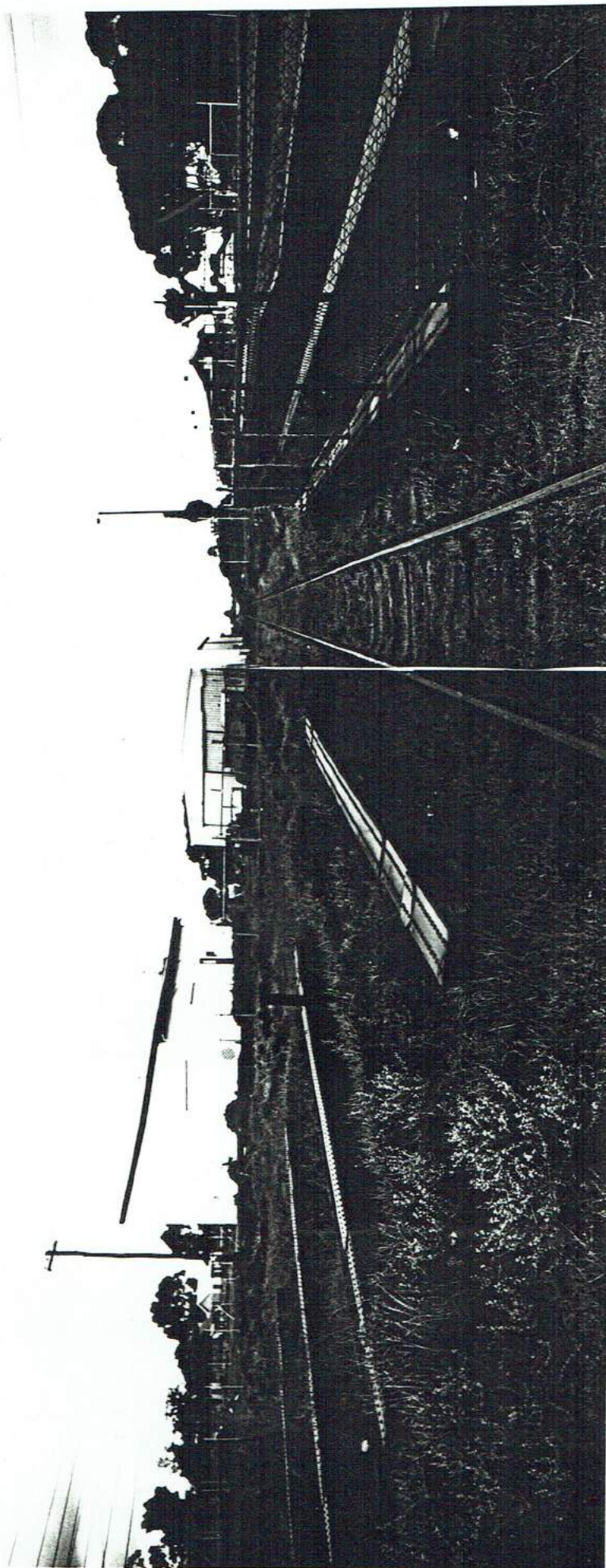


PHOTO OF EXISTING SUBWAY.

FIGURE 7.



SUBWAY BRIDGE STRUCTURE.

FIGURE 8

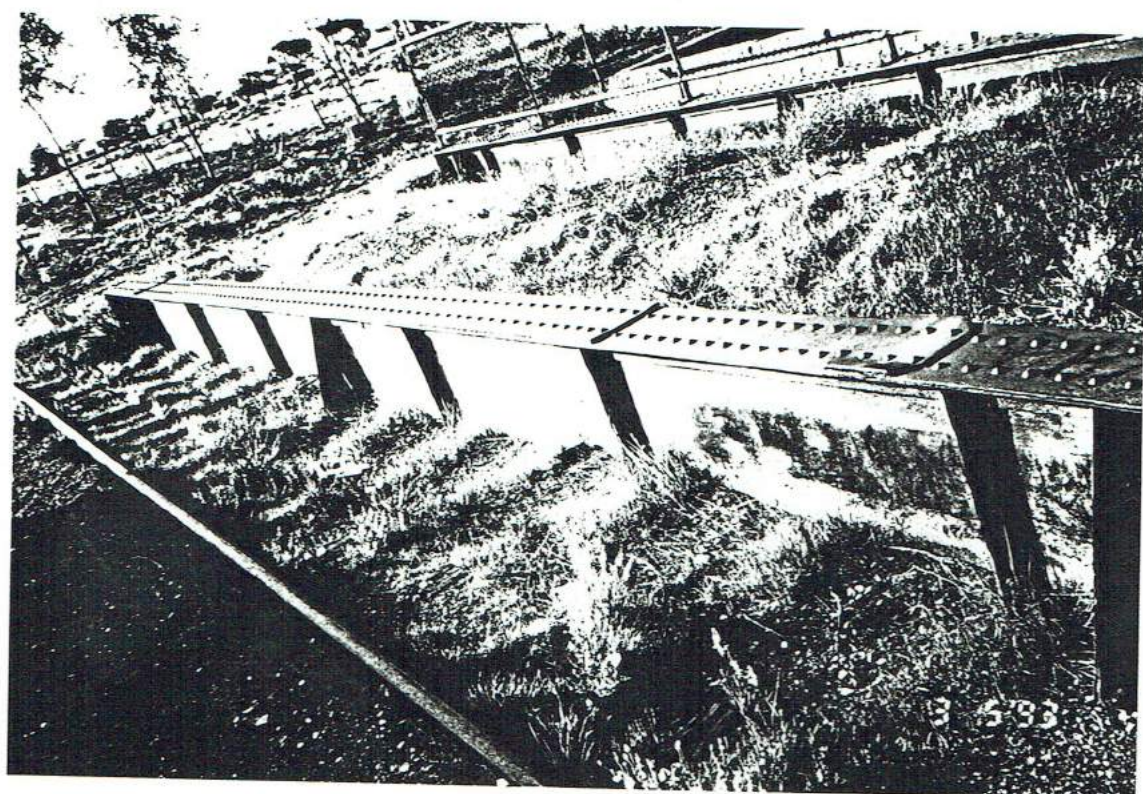
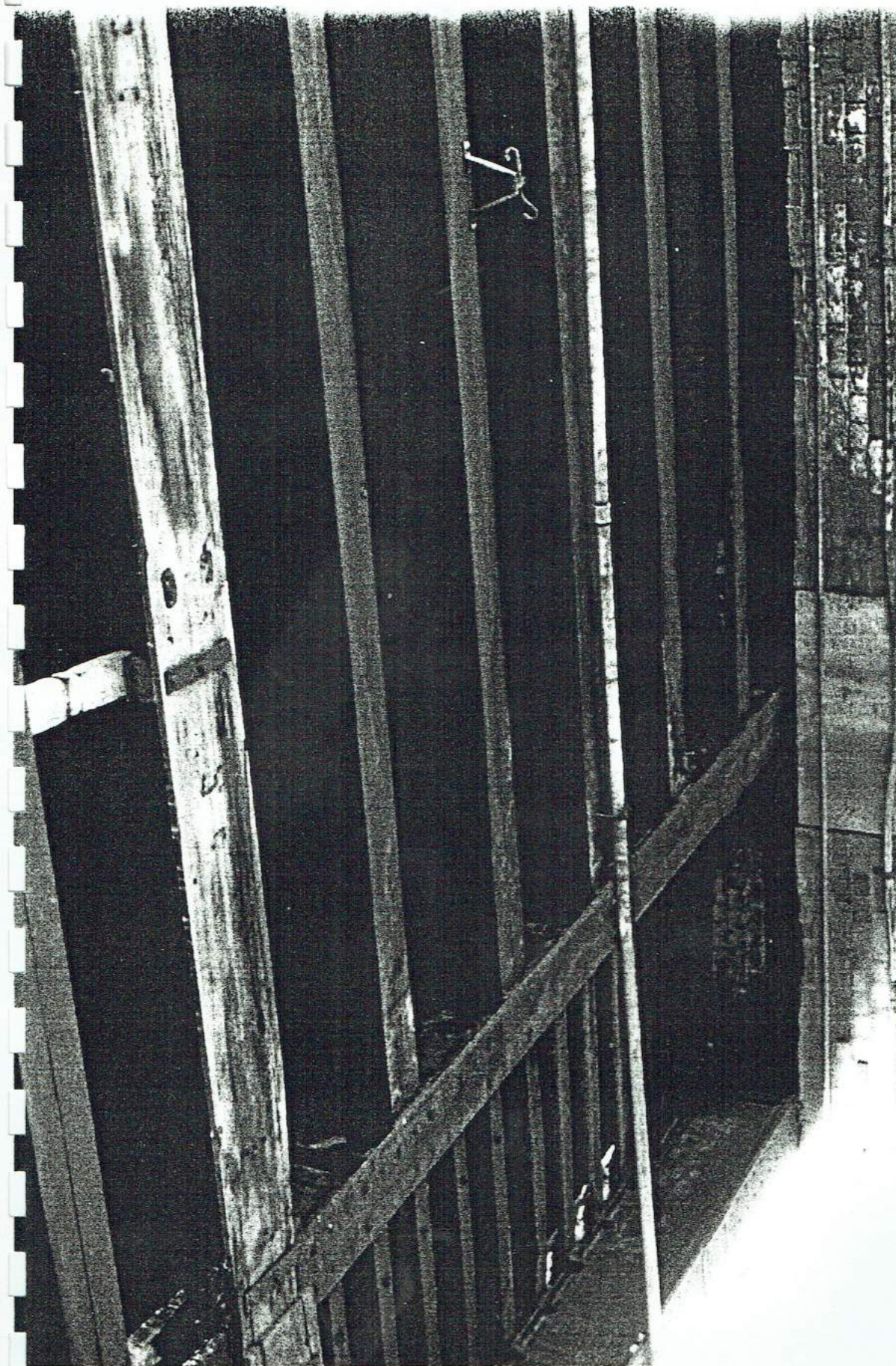


PHOTO OF PLATE GIRDER BRIDGE BEAM. FIGURE 9.



UNDERSIDE OF SUBWAY BRIDGE DECK

FIGURE 10.

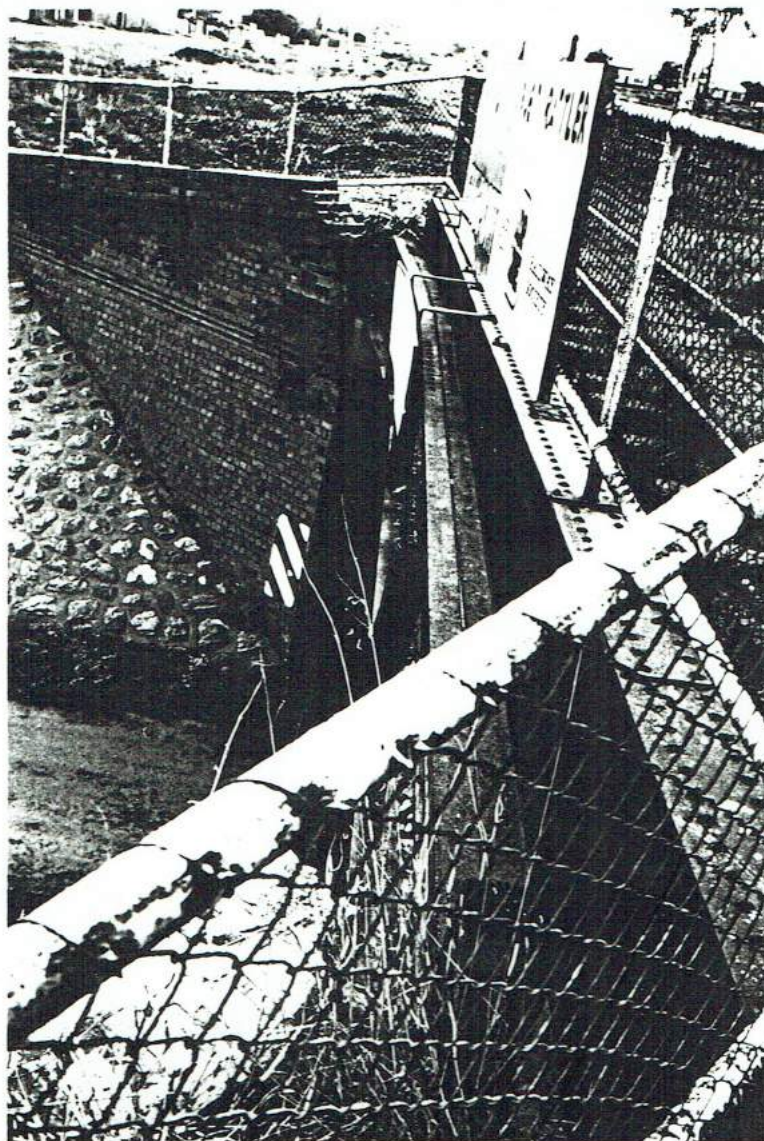
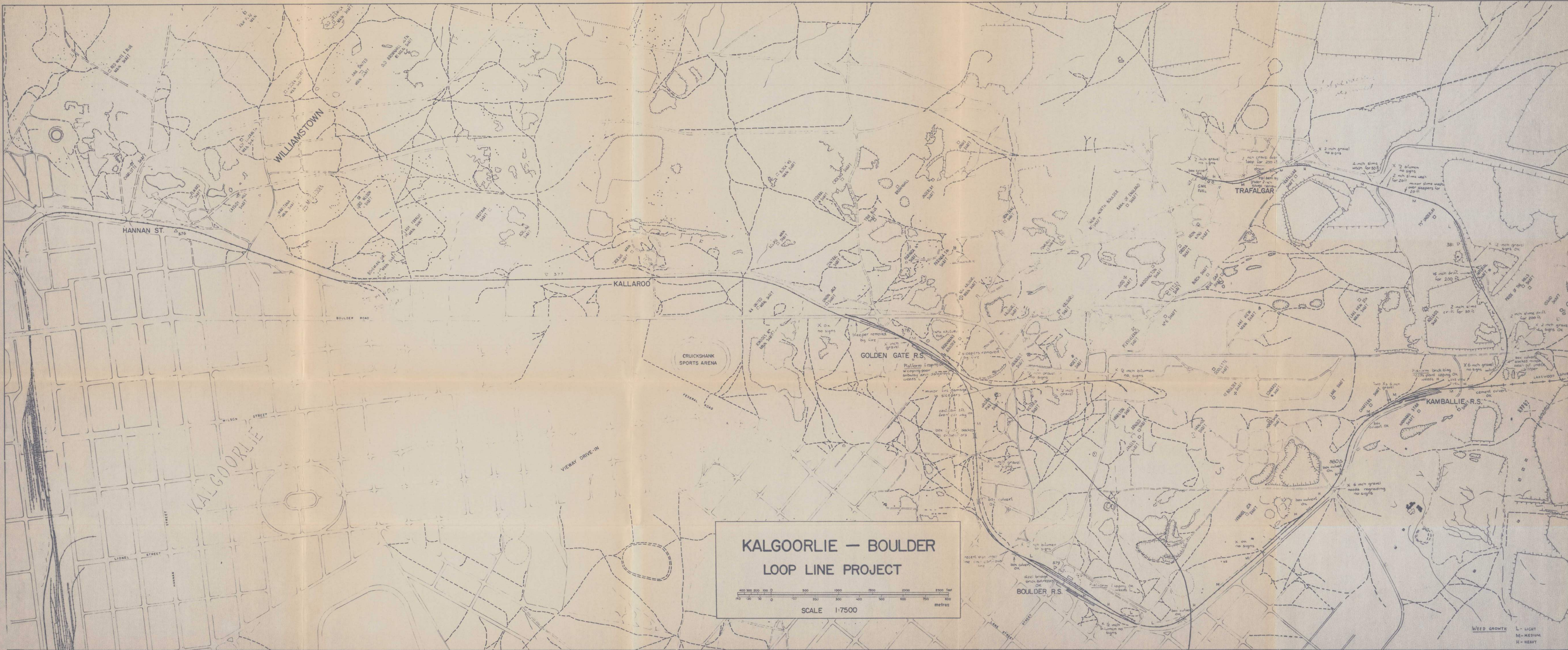
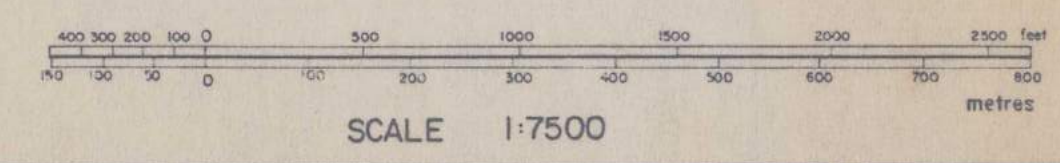


PHOTO OF DAMAGED PARAPET EDGE BEAMS. FIGURE 11.

APPENDIX 1



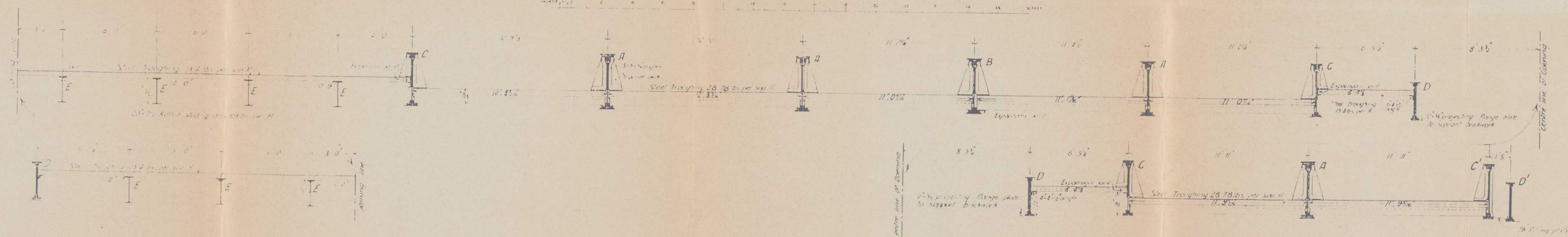
KALGOORLIE — BOULDER
LOOP LINE PROJECT



WEED GROWTH
L - LIGHT
M - MEDIUM
H - HEAVY

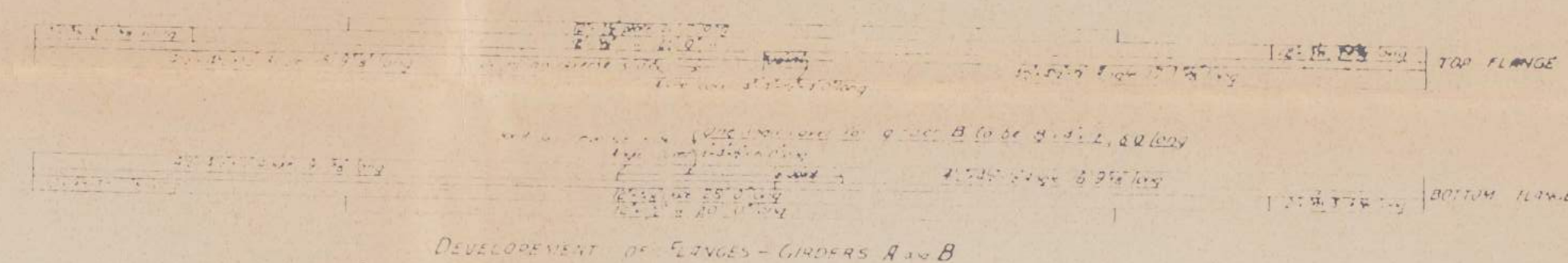
APPENDIX 2

SCALE 1 INCH = 4 FEET

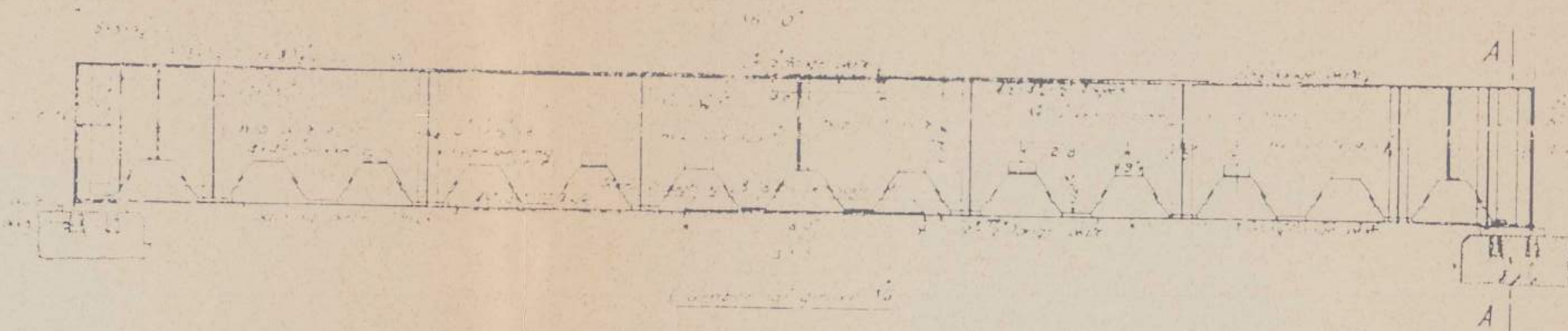


GENERAL SECTION OF STEELWORK

NEAR CENTRE LINE OF GIRDERS

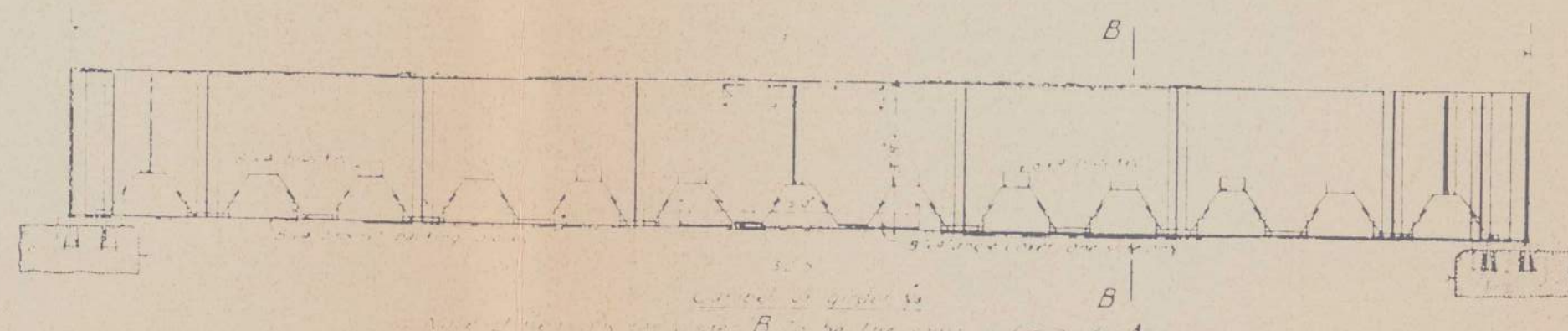


DEVELOPMENT OF FLANGES—GIRDERS A and B



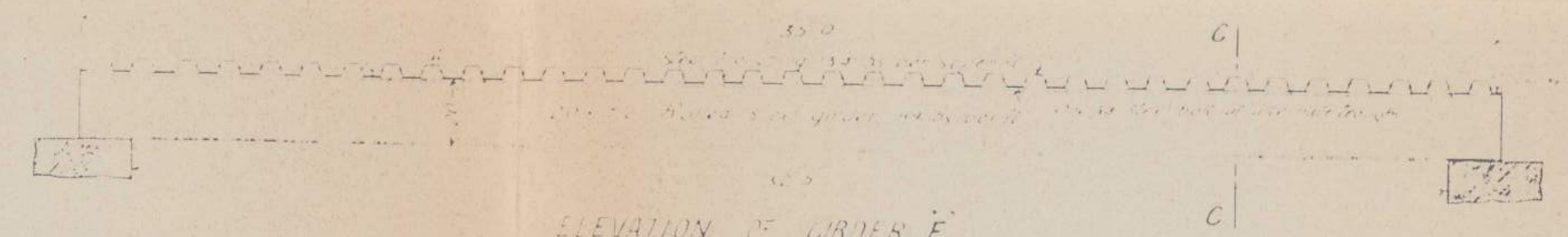
ELEVATION OF GIRDER A

CROSS SECTION AA



ELEVATION OF GIRDER B

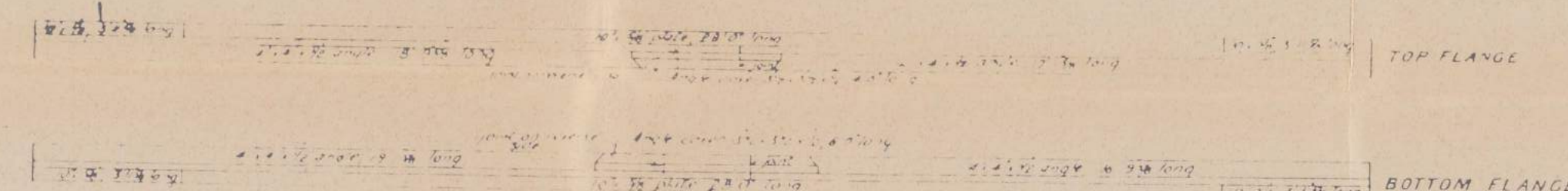
CROSS SECTION BB



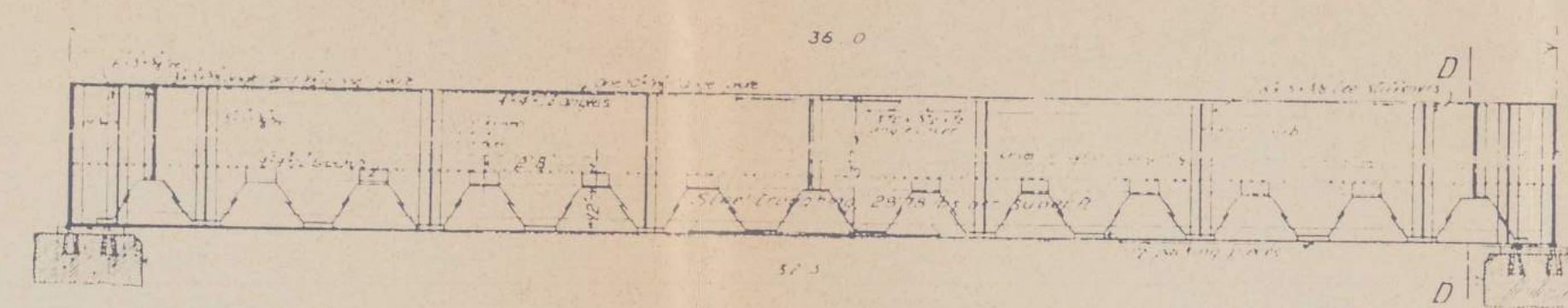
ELEVATION OF GIRDER C

CROSS SECTION CC

Note: All stiffeners to be riveted to web plates and to be riveted to flange angles except at ends where stiffeners are riveted to flange plates which are to be riveted to web plates.

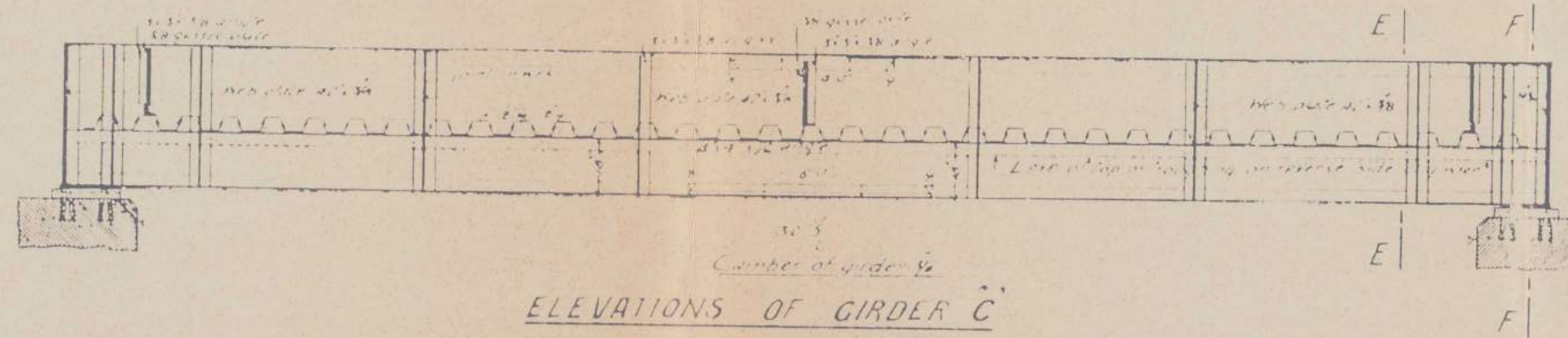


DEVELOPMENT OF FLANGES—GIRDERS C and D



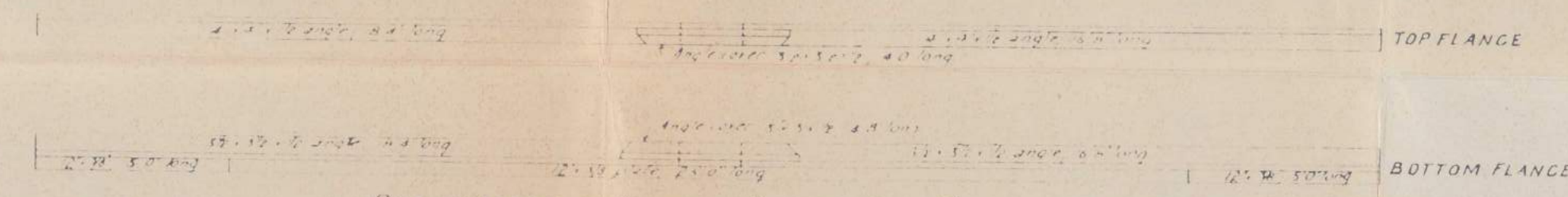
ELEVATIONS OF GIRDER C

CROSS SECTION DD

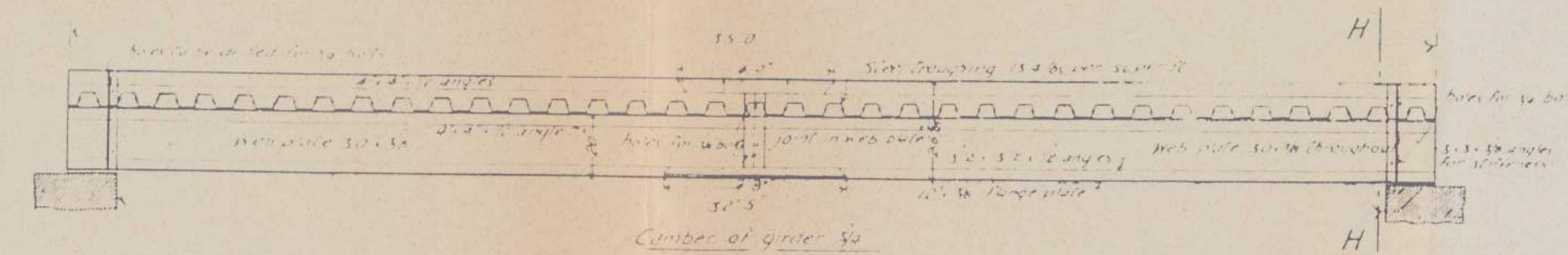


Note: In girder D, angle supporting 18th trussing to be omitted and girders on same side to be replaced by 3-1-1-1 angle stiffeners as shown in cross section.

CROSS SECTION EE



DEVELOPMENT OF FLANGES—GIRDERS D and D'



ELEVATION OF GIRDER D

CROSS SECTION HH

Note: 4-4-1-2 angle supporting trussing to be omitted in girder D'.

GENERAL ELEVATIONS & CROSS SECTIONS OF GIRDERS

CONTRACT NO. 57

DRAWING No. 2.

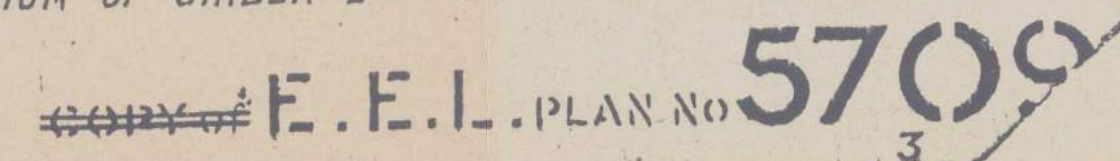
SHEET No. ~~2~~ 3.

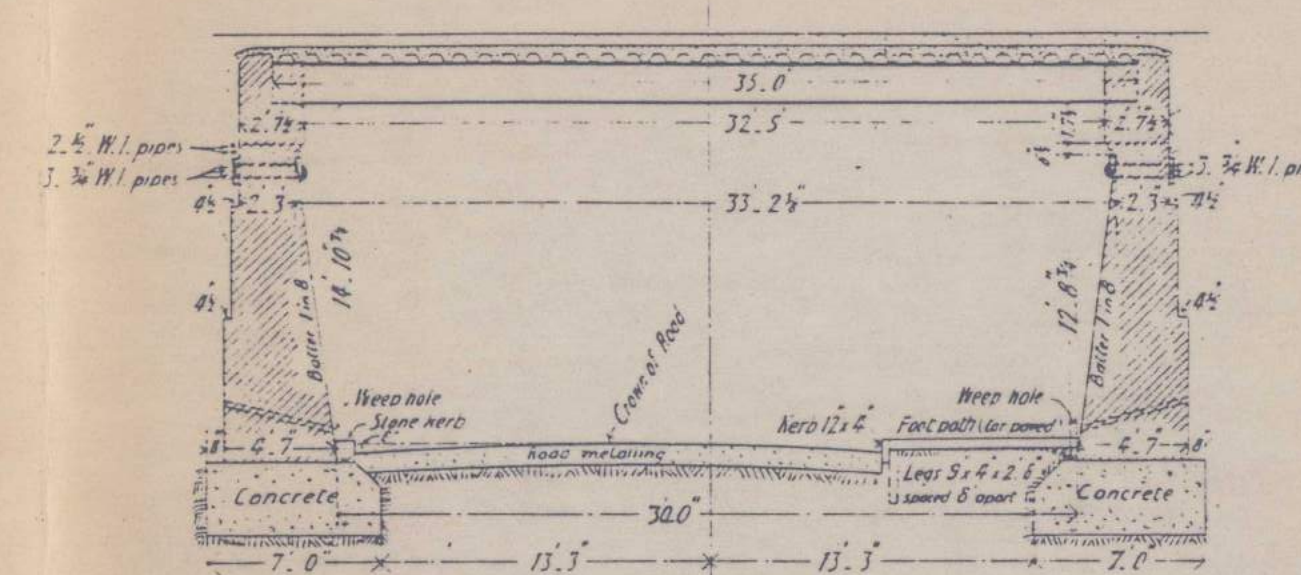
Note. All riveted girders to have a camber of $\frac{3}{4}$ "

SCALE $\frac{3}{4}$ INCH = 1 FOOT

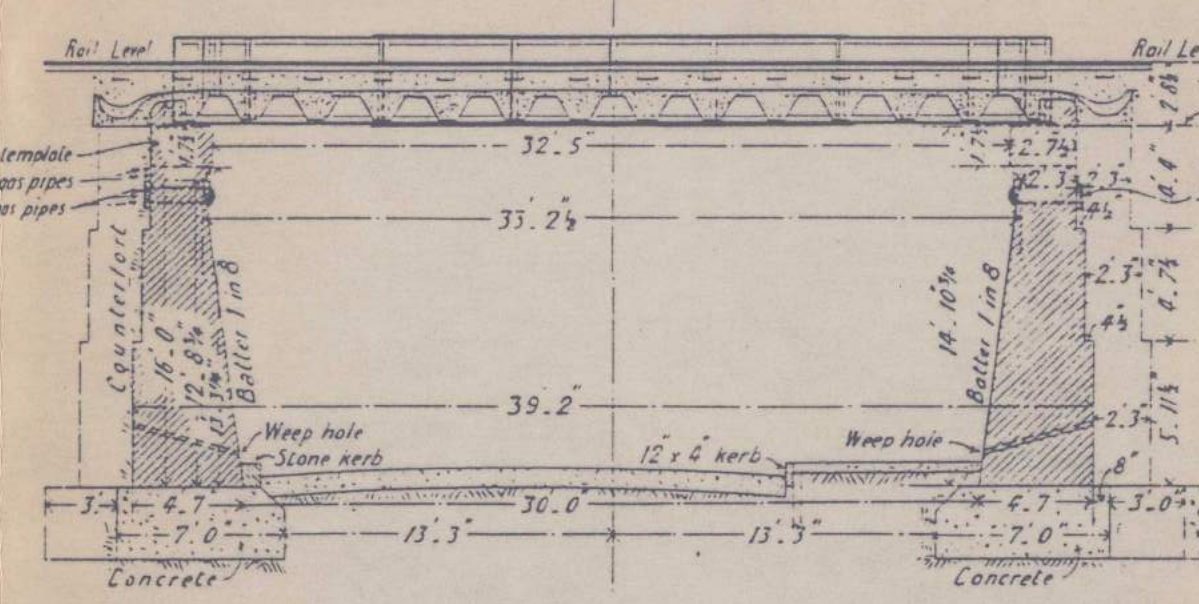
Drawing of Alterations to Steel Flooring.

(Shown in Red.)

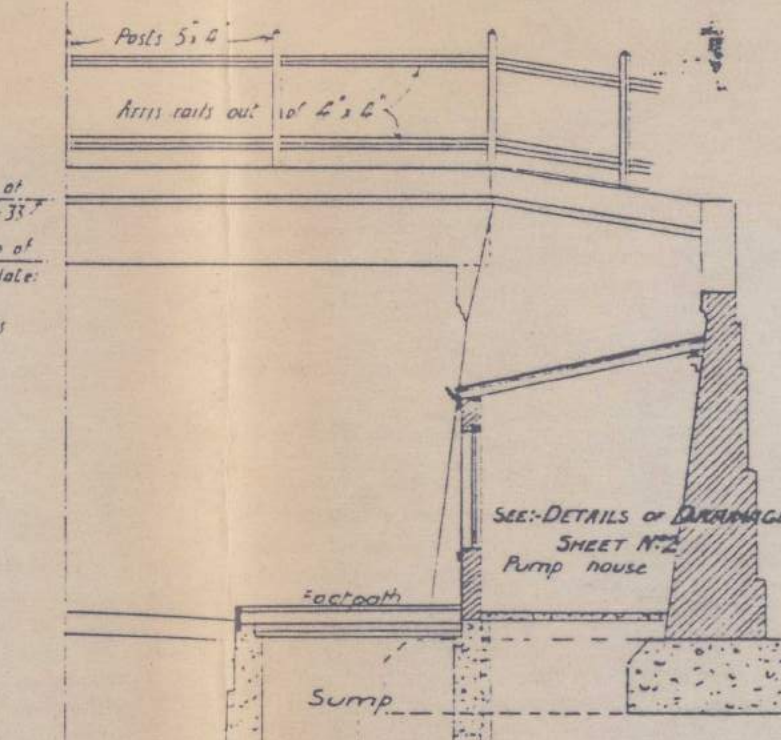




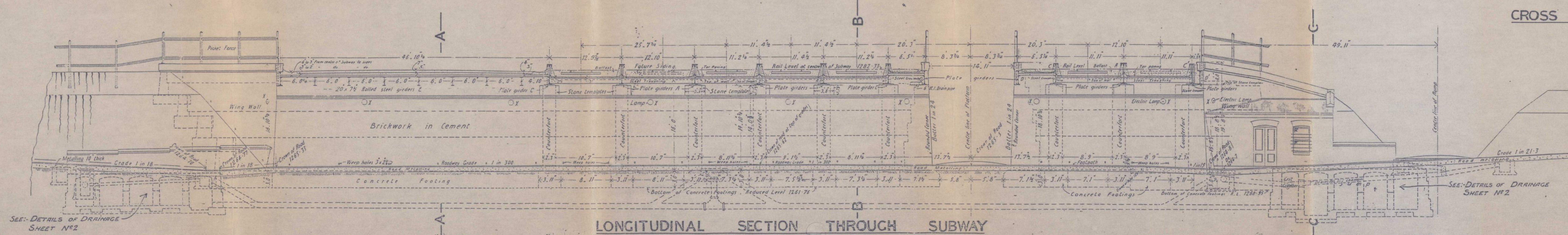
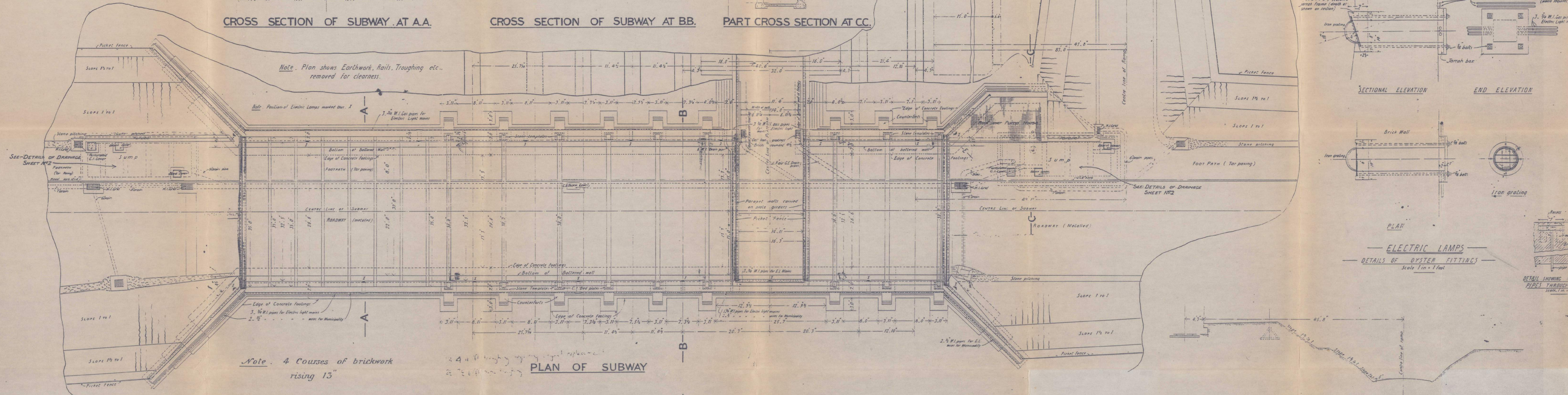
CROSS SECTION OF SUBWAY AT A.A.



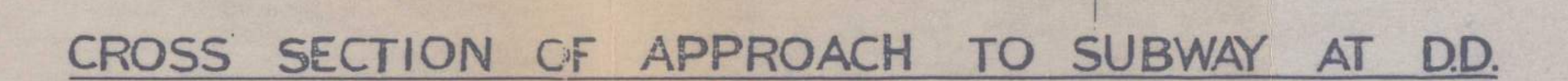
CROSS SECTION OF SUBWAY AT B.B.



PART CROSS SECTION AT CC.



LONGITUDINAL SECTION THROUGH SUBWAY



COPY of E.E.L. PLAN No. 3

APPENDIX 3



HERITAGE
COUNCIL
of Western Australia

CONSULTANT'S BRIEF

HERITAGE ASSESSMENT

CONTENTS

INTRODUCTION

HERITAGE STATUS

PROPERTY DETAILS

DETAILS OF THE BRIEF

The work is to be carried out generally in accordance with the guidelines of *The Conservation Plan* (James Semple Kerr, National Trust of NSW, 1990).

1. Assessment of Cultural Heritage Significance

The assessment is to be carried out in accordance with the Guidelines to the Burra Charter: Cultural Significance, and is to cover the following:

Documentary Evidence

- i. concise history of the place, including its associations and role in the context of the development of the locality ;
- ii. cultural influences which have affected the form and fabric of the place;
- iii. the importance of the place to the community and people who use or have used the place, or descendants of such people;
- iv. background knowledge of the period and of similar places and uses.;
- v. any other documentary evidence relevant to an understanding of the place.

Physical Evidence

- i. relationship of the place and its parts to its setting;
- ii. functions and nature of the place and its parts;
- iii. description of the surviving fabric;
- iv. changes to earlier finishes and decorative details, and identification of structural alteration to the fabric;
- v. developmental sequence of the fabric;
- vi. authenticity;
- vii. condition;
- viii. any other physical evidence relevant to an understanding of the place.

Analysis of the Evidence

The evidence is to be analysed under the appropriate headings of the Heritage Council Criteria for Entry into the Register of Heritage Places

Assessment of Significance

The meaning of *cultural heritage significance* is to be taken as defined in the Heritage of Western Australia Act 1990, and is to be stated in the terms of the Heritage Council Criteria for Entry into the Register of Heritage Places (see attachments). The assessment is to take the following form:

- i. the consultant's response to each of the criteria and sub criteria, supporting the response by reference to the evidence;
- ii. individual assessment of component parts or aspect, as appropriate;
- iii. identification of contrasting, intrusive and disruptive elements.

Statement of Significance

The significance of the place should be summarised into a concise *statement of significance*.

2. Conservation Policy

The conservation policy is to be prepared in accordance with the Guidelines to the Burra Charter: Conservation Policy, and is to address each of the issues listed in part 2 of that document.

REPORT

- i. The report is to be in A4 format, though A3 drawings may be incorporated if necessary. Three copies are to be submitted, at least one copy of the documentation is to be prepared to archival standards. PLEASE SEE ATTACHMENT.
- ii. Photographs, both archival and current, and slides, should be provided to establish the historic development of the place as well as to document its internal and external condition. Images from photographs and slides should match as closely as possible, in accordance with the requirements of the brief.
- iii. Three copies of the report are to be provided. The original, including black and white photographs, should be of archival quality.

- iv. Copies of any documents, including drawings, accumulated in the course of the study are to be provided.
- v. The structure of the report is to be as follows:
 - Title page with names of authors
 - Table of contents, with page or paragraph numbers
 - Recommendations
 - Introduction, including the brief
 - Site identification
 - Documentary evidence
 - Physical evidence
 - Photographs. Captions to the photographs are to be on the same page as the photograph.
 - Plans and sketches
 - Slides are to be submitted separate to the report, and should be clearly identified and cross referenced.

TIMETABLE

A draft copy of the assessment is to be provided for comment within * weeks of appointment, and the final copies within * week of receipt of comments on the draft.

COPYRIGHT AND CONFIDENTIALITY

All copyright shall rest with the Heritage Council of Western Australia, including all films, original drawings, photographs, negatives and transparencies.

LIAISON

The consultant will liaise with

ATTACHMENTS

1. Heritage Council Archival Standards.
2. Heritage Council Criteria for Entry into the Register of Heritage Places .



HERITAGE
COUNCIL
of Western Australia

ARCHIVAL STANDARDS

At least one copy of the report is to be prepared to archival standards for State records. The standards to be followed are:

- Photographs: new or re-photographed photographs are to be genuine black and white only (not colour printed black and white); photographs are to be attached by archival tape or glue (ie - wheat starch adhesive, neutral adhesive, gummed linen tape).
- Slides: colour transparencies/slides are to be provided in addition to black and white photographs. Slides are to be clearly labelled and packaged in archival quality slide pockets. Colour images required in reports are to be colour copied onto suitable archival paper.
- Paper: acid free, archival quality (ie Reflex Archival etc.);
- Packaging: acid free, lignan free, buffered (e.g. PermaDur and Mylar);
- Fasteners: non-metal; paper clips of archival quality plastic,
- Binding: the copy provided for State storage is to be heat bound; two other copies should be bound with plastic spirals.

